1: Longrigg G-4, 5 (ca. 1915-1940) MH1 Iraq MH1

British Government on the terms of transfer of railway ownership, as intended in the Treaty, were prolonged from 1932 to 1936. In the latter year agreement was reached; the railway as a going concern became the property of the 'Iraq Government for a payment of less than £500,000. Management was for twenty years to be the responsibility of a joint Board with 'Iraqi majority, and with British executives remaining in a few key posts. The transfer on these terms was ratified by Parliament in July 1936, not without some minority outcry; and one more controversy was laid to rest. The long-advocated project of a Baghdad–Haifa railway was, for the foreseeable future, rejected in the same year. But development northwards had become rather a certainty than a project when late in 1934 the French authorities extended the (Turkish) Aleppo–Nisibin line across the Syrian 'Bec de canard' to the 'Iraq frontier at Tall Kochek. Only the single gap Bayji–Mosul–Tall Kochek, all in 'Iraq, now remained in a complete Baṣra–Baghdad–Istanbul system—the old dream of the Bagdadbahn. The decision to construct the missing section at a cost of some £2 million was taken by the Government in November 1936; and the orders placed forthwith in Great Britain for material compelled the 'Iraq Treasury to incur its first foreign loan (p. 254). Earth-work began, the northern section being given priority amid the eager interest of the Mosulawis, the Shammar, and the frontier qadhās.

Air communications developed fast. British, French, and Dutch trans-continental lines crossed and served 'Iraq with increasing frequency of aircraft, linking the Far East, India, and 'Iraq itself to the Levant and Europe. Modern airports with full equipment came into being at Baghdad and Baṣra, and British flying-boats after 1937 used also Lake Habbaniya and the Shaṭṭ al-'Arab. A French line offered a shuttle connexion between Baghdad and Damascus, and Misr Airways a Baghdad–Cairo service. Interested Baghdadis formed an Aeroplane Society in 1936. Civil aviation was in 1935, surprisingly, transferred to the control of the Ministry of Defence. The simultaneous development of telegraphs by land line and wireless to the Levant capitals and Cairo, with public services from Baghdad and Baṣra to Riyadh, Beirut, Palestine, and Egypt—and through them to the United Kingdom—placed and kept 'Iraq in the world network of telecommunications. Broadcasting from Baghdad made its first appearance, but was up to 1937 still experimental and occasional.

Good progress was made during these five years in the all-important sphere of land settlement. The three Committees set up under the legislation which followed the Dowson Report worked excellently, and a fourth was added for the Kirkuk area in 1933 and others later. The settlement carried out by these Committees and

1: Longrigg G-4, 5 (ca. 1915-1940) MH1 Iraq MH1

its educated class should have made the 'Iraqi press both high in quality and great in influence. It was, in fact, superabundant in quantity, with dozens of ephemeral sheets appearing and vanishing, and it was written not infrequently with point and humour; but journalism had on the whole, it seemed, failed to attract the best minds and brains of the country, and as a profession was ill regarded by the public. With rare exceptions[1] inconsistency was habitual, and the selection and presentation of news capricious and unskilful and lacking in Western—or even Egyptian or Lebanese—technique. A news-service was scarcely attempted, and mere political rhetoric and the wearisome use of outworn phrases took the place of fact, analysis, or sober comment. Broadcasting from Radio Baghdad, which after 1951 used the new and fully modern transmitting station of Abu Ghurayb, offered daily a ten-hour Arabic, a three-hour Kurdish, and a one-hour or half-hour English programme. The service, though still uneven, had improved materially in recent years in editing and in reliable audibility. It was aided by some of the best among 'Iraqi writers, and was rich in its Arabic musical programme; but frequent administrative changes had affected its quality and continuity, and many listeners preferred to hear foreign stations, notably London, Paris, and the *Sharq al-adnā* station of Cyprus.

The educational system operating in 1950 represented, with whatever shortcomings, the considerable outcome of a sustained and meritorious effort. An immense work lay ahead: but the period of slow and difficult beginnings lay behind, and ground was being yearly gained. The faults of 'Iraqi education were those of superficiality, impatience, indifferent standards, and the persistent infusion—unchecked by legal prohibitions—of 'politics' in the schools. Its virtues were those of genuine enthusiasm, the use of modern techniques, and much improved teaching and supervisory staffs. Many and better school buildings were, it was hoped, soon to follow. Instruction was free at all levels, the governing Regulations modernized, and primary education in theory compulsory. The High Council of Instruction, representative of all the higher institutions of learning, assisted the Minister and his Directors-

[1] The best of the papers were two or three independents, notably *al-Zaman* and *al-Sha'b* and those associated with the political parties. The latter were the moderate *al-Ittihad al-Dasturi*, *al-Akhbar*, and the evening *al-Ḥawadith* of the Constitutional Union Party: *al-Umma* and *al-Nabā*, of the Socialist Party of the Nation; *Liwā al-Istiqlal*, of the Independence Party: the near-Communist *Ṣadā al-Ahali*, of the National Democratic Party: and the *Jabha al-Sha'biya*, of the Popular Front. These papers appeared in 1951 to be fairly stable and self-supporting and, being party organs, relatively immune from Government suppression. Provincial daily papers included three (and often more) each at Baṣra and Mosul, and others at Sulaymaniya and Kirkuk, in the languages there spoken; they attained a fair standard.

6:Ireland S-5 (no date)1937 MHI Iraq MHI

645 669 Sulaimān, both ardent Turcophiles,[1] caused less resentment than might have been supposed, in spite of the bombardment of Baghdad, the murder of Ja'far Pasha and of Dhia Yūnis,[2] Secretary of the former Council of Ministers, and the expulsions of many 'Iraqīs held to be capable of raising opposition.

645 185 [207] Much favourable sentiment was won by the new Government by its promises issued through the press,[3] and for the first time in the history of 'Iraq, by means of the radio[4]: distribution of land to the tribes and the *fallahīn* individually, amnesties,[5] freedom of the press[6] and of election, and by an all-inclusive programme of administrative reforms ranging from prisons to revenue collection. The promises, however, even if not cast into a twenty-five point programme, have the familiar ring of similar programmes advanced by other Governments to win popular support and to justify the means by which they have come to power.

645 648 The goodwill of H.B.M. Government has apparently been won also by assurances of friendship to Great Britain and of loyalty to treaty relations as well as toleration for minorities,[7] although individual members of the new 'Iraq government have long been noted for their anti-British and anti-minority views. The new regime seems to have realized as have other 'Iraqī Governments in the past and as all others must in the future that, whatever the internal political changes, order must be maintained and that commerce, oil-production, and air-routes must not be disturbed.

[1] One of Hikmat Sulaimān's first official acts was to announce that he would visit Ankara to cement Turco-'Iraqī friendship and to observe Turkish reforms for possible introduction into 'Iraq.

[2] On the same day, January 21st, 1937, that Yāsīn Pasha al-Hāshimī died suddenly of heart-failure in Beirūt.

[3] *The Times*, November 7th, 1936; *Al-Balāgh*, December 14th, 1936.

[4] November 5th, 1936, by Hikmat Sulaimān and Ja'far abū Timman.

[5] According to the *Palestine Post*, November 11th, 1936, 200 prisoners concerned in the tribal rebellions of 1935 were released.

[6] *Al-Ayyām*, November 10th, 1936, reported the appearance of six new journals in Baghdad. Four others, however, *At-Tariq*, *Al-'Uqāb*, *Al-Istiqlāl*, of Baghdad and *An-Nās*, of Basrah, were suspended later for periods ranging from 12 days to one year for articles in opposition to the new regime.

[7] See *The Times*, November 3rd, 5th, and 7th, 1936.

1-[1936 .. Analysis]

206 It is proposed to set up a 25-kilocycle short-wave station at Abu Ghuraib, 21 kilometres from Baghdad. This station would provide radio-telephonic and radio-telegraphic services with the neighbouring countries, the United Kingdom and the United States.

207 Considerable development is also reported in the field of broadcasting: the station at Baghdad has just been improved and it is proposed to build another station at Abu Ghuraib.

II. Iran

A. *General description of the country*

131 Iran is the central country of the so-called Middle-Eastern group. The territory of Iran lies between 25° 3′ and 39° 40′ latitude north and 44° and 63° 20′ longitude east. The country is bounded on the west by Iraq, on the north-west by Turkey, on the north by the USSR, on the east by Afghanistan and on the south-east by Pakistan. In the south, it has a coastline on the Persian Gulf and the sea of Oman and, in the north, a coastline on the Caspian Sea. Its land frontiers are 4,600 kilometres long and its coastline is 2,650 kilometres long.

The territory of Iran is shaped like an irregular right-angled triangle (see Map No. 2), with the base running north-west to south-east in a straight line for 2,200 kilometres, and with a median over 1,200 kilometres long. The total area is estimated at 1,644,000 square kilometres. The population at the time of the 1944 census was 16,549,837 inhabitants.